

**INITIAL ASSESSMENT FORM FOR STRUCTURE :****I00090053+07232**

Location : 10 KM E SUPERIOR Structure Name: none

**General Location Data**MDT Maintenance Section : **11-13 Superior**District Code, Number, Location : **01 Dist 1 MISSOULA**Division Code, Location : **11 MISSOULA**County Code, Location : **061 MINERAL**City Code, Location : **00000 RURAL AREA**Kind fo Hwy Code, Description : **1 1 Interstate Hwy**Signed Route Number : **00090**Str Owner Code, Description : **1 State Highway Agency**Maintained by Code, Description : **1 State Highway Agency**Intersecting Feature : **CLARK FORK**Kilometer Post, Mile Post : **86.45 km 53.72**Structure on the State Highway System : ☒ Latitude : **47°07'53"**Structure on the National Highway System : ☒ Longitude : **114°47'48"**Str Meet or Exceed NBIS Bridge Length : ☒**Construction Data**Construction Project Number : **I 90-1(31)54**Construction Station Number : **563+37.00**Construction Drawing Number : **6852**Construction Year : **1967**Reconstruction Year : **2012****Traffic Data**Current ADT : **6,670** ADT Count Year : **2009** Percent Trucks : **3 %****Structure Loading, Rating and Posting Data****Loading Data :**

Design Loading :		<b>5 MS 18 (HS 20)</b>
Inventory Load, Design :	<b>32.6 mton</b>	<b>B ASD Assigned</b>
Operating Load, Design :	<b>32.6 mton</b>	<b>B ASD Assigned</b>
Posting :		<b>5 At/Above Legal Loads</b>

**Rating Data :**

	Operating	Inventory	Posting
Truck 1 Type 3 :			
Truck 2 Type 3-S3 :			
Truck 3 Type 3-3 :	<b>91.13</b>		

**Structure, Roadway and Clearance Data****Structure Deck, Roadway and Span Data :**

Structure Length : **230.73 m**  
 Deck Area : **2,245.00 m sq**  
 Deck Roadway Width : **8.53 m**  
 Approach Roadway Width : **11.58 m**  
 Median Code, Description : **0 No median**

**Structure Vertical and Horizontal Clearance Data :**

Vertical Clearance Over the Structure : **99.99 m**  
 Reference Feature for Vertical Clearance : **N Feature not hwy or RR**  
 Vertical Clearance Under the Structure : **0.00 m**  
 Reference Feature for Lateral Underclearance : **N Feature not hwy or RR**  
 Minimum Lateral Under Clearance Right : **0.00 m**  
 Minimum Lateral Under Clearance Left : **0.00 m**

**Span Data****Main Span**

Number Spans : **3**  
 Material Type Code, Description : **4 Steel continuous**  
 Span Design Code, Description : **3 Girder and Floorbeam System Deck**

Deck Structure Type : **1 Concrete Cast-in-Place**  
 Deck Surfacing Type : **3 Latex Concrete or similar additive**  
 Deck Protection Type : **0 None**  
 Deck Membrain Type : **0 None**

**Approach Span**

Number of Spans : **4**  
 Material Type Code, Description : **3 Steel**  
 Span Design Code, Description : **2 Stringer/Multi-beam or Girder**

**Structure Vertical and Horizontal Clearance Data Inventory Route :**

Over / Under Direction Name	Inventory Route	South, West or Bi-directional Travel			North or East Travel		
		Direction	Vertical	Horizontal	Direction	Vertical	Horizontal
Route On Structure	I00090	West	99.99 m	8.53 m	N/A		

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**Continue**

## Inspection Data

Sufficiency Rating : **53.4**

Structure Status : **Structurally Deficient**

**Inspection Due Date : 23 May 2015**

(91) Inspection Frequency (months) : **24**

Next Fracture Critical Due Date : **23 May 2015**

### Fracture Critical Detail : 1 or 2 Stl-girder systms

Next Under Water Insp : **16 Aug 2016**

Under Water Insp Type : **Type II**

## NBI Inspection Data

(90) Date of Last Inspection : 23 May 2013

Last Inspected By : Kurt Maart - 2059

(90) Inspection Date :

Inspected By :

(58) Deck Rating : 

6	
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(68) Deck Geometry : 4

(36A) Bridge Rail Rating : 1

(62) Culvert Rating : 

N	
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(59) Superstructure Rating : 

4	
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(67) Structure Rating: 4

(36B) Transition Rating : 0

(61) Channel Rating : 

7	
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(60) Substructure Rating : 

7	
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[illegible]

(36C) Approach Rail Rating :	1	
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(71) Waterway Adequacy :	9	
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(72) App Rdwy Align :	8	
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(11) <i>Beitrag</i>	A	
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(36D) End Rail Rating : 1

(113) Scour Critical : 5

Unrepaired Spalls : 0 m sq

Deck Surfacing Depth : 1.40 in

## Inspection Hours

Crew Hours for inspection : 14

Snooper Required : ☒ Y

Helper Hours :	-1	
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Snooper Hours for inspection : 8

Special Crew Hours :	-1	
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Flagger Hours :	-1	
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Special Equipment Hours :	-1
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Inspection Work Candidates		Status	Priority	Effected Structure Unit	Scope of Work	Action	Covered Condition States
Candidate ID	Date Requested						
D11-FY2007-000051	02 July 2007	Approved	Low	All Spans	Bridge	Pr Maint	
<p>Removed live growth (Trees) from about web at B2, see pic..</p> <p>2009 inspection found small diameter pine trees about 20 feet tall and some brush on both sides of the tiebeam at B2 that need to be removed.</p> <p>Approved. DRC</p> <p>Work not complete 2011, Work not complete 2013. km</p>							
D0-FY2013-000005	03 July 2013	Approved	Critical	All Spans	107 Paint Stl Opn Girder	Repl Elem	
<p>Issues on the end of one of the main girders (bent 6, span 5, left) have been identified that could lead to the loss of bearing capacity of the girder. The rocker bearing pin has apparently frozen, leading to the front two bolts connecting the rocker bearing to the girder to shear off. The back two bolts remain in place. This resulted in the girder web being loaded up behind the stiffener as the beam contracts, causing the web to buckle and crack horizontally along the bottom web to flange weld. The crack has now reached the bearing stiffener and turned vertical along the stiffener to web weld.</p> <p>An expedited project is being developed that will repair the damaged area and replace the frozen rocker bearing, along with the other 3 rocker expansion bearings on the main spans of the bridge.</p> <p>-DRC-</p>							

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Continue

**Element Inspection Data**

\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 22 - P Conc Deck/Rigid Ov Spans 3, 4 and 5										
	1	4	1391	sq.m.	X	100	0	0	0	0
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - New Overlay 2012(IM 90-1(168)29[5785] Lozeau-Tarkio, Moderate to heavy cracking, up to 1mm wide, transverse, longitudinal, minor map. Spot chained new overlay no delamination's found no spalls found. Soffit in spans 3 and 5 shows minor cracking, span 4 shows moderate cracking with light effloresce.										XUDZ
11/09/2011 - No changes noted.										KBHV
07/23/2009 - One spall 1/2 meter long in overlay at the pourable joint at B5 with one meter each side of joint delaminated. All in the driving lane. This pourable joint in the overlay was placed over the open joint in the deck. 1.5 meters of delamination in the overlay at the pourable joint at B4. One spall and delaminated area 2.6m x 0.6m in the overlay in span 3. See photos. More transverse cracking in the main spans than in the approach spans. Light to moderate transverse cracking with efflorescence in most of the soffit.										XYCZ
06/29/2007 - Deck surface shows some transverse and longitudinal random cracks throughout. One area of span 3 shows delaminations about overlay construction joint, see pic.. Some minor delamination and spalling about joint locations also, see pics.. Wheel paths of driving lane show moderate size pock holes, approx. 3 mm, see pic., throughout.										CZHR
10/19/2005 - No significant changes noted.										PZCZ
12/02/2003 - Deck shows some transverse cracking with light wear. Some drained on both sides plugged with surface debris - tire bits and such.										CZGQ
08/20/2001 - DECK DRAINS PLUGGED.										JLAO
02/01/1999 - LATEX MOD. OVERLAY 1994. OCCASIONAL RANDOM CRACKING.										WBHN
05/20/1996 - None										QAUZ
07/01/1993 - None										REFI
Inspection Notes:										
Element 107 - Paint Stl Opn Girder										
	1	4	286	m.		80	5	5	5	5
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Bent 4 left exterior girder on the right side, in web between vertical stiffeners and bearings stiffeners, two spots of section loss of 3/32" just above floor beam flange in elevation. See pics.										XUDZ
Main span girders show some paint loss, freckled rust, pitting/corrosion. Worst corrosion is at bents.										
Bent 6 span 5 left girder end crack has grown in length and is now from the end of girder to the bearing stiffener in length (just above the weld in web of girder along bottom flange). See pic.. Crack end has now been marked for tracking length in future inspections.										
11/09/2011 - Put 5 percent in state 4 because, girder at bent 6 left span 5 end, at just above the bottom flange is cracked from the end of girder to nearly the bearing stiffener. the top bearing pad is also tilted down from the bottom of girder leaving a large gap. Note: included in photos are 2011 photos and 2009 photos in this area to show amount of deterioration ( was not cracked in 2009 ). see photos. The remainder of the girders show some state 3 rust scattered on the top and bottom flanges. No new cracks found at gusset removal areas.										KBHV
Changed the 5 percent in state 4 to 0 and changed the Sup Steel Fat Smart Flag element 356 to state 2 to explain the crack in the girder-JSS 3/6/2012.										
07/23/2009 - No measureable section loss found. State 3 rust scattered on top and bottom flanges and the worst state 3 rust on the webs was at B4. No problems were noted where the gussets were removed at the floorbeams and the cracks that were found were repaired.										XYCZ
Inspection Notes:										



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\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 113 - Paint Stl Stringer										
	1	4	429	m.		80	5	5	5	5
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Section loss on left stringer at bent 4 has increased to 5/32". Stringers show paint loss, freckled rust, pitting/corrosion, with the worst of these conditions at bents. See pics...										XUDZ
11/09/2011 - Section loss of left stringer at bent 4 has increased to 3/32" . see pics.. Stringer web thickness is 10/32". State 3 just unchanged at b3, b4, b5, b6.										KBHV
07/23/2009 - Freckled rust throughout with some topcoat peeling along the bottom of the web. State 3 rust under the joints at B3, B4, B5 and B6. 1/32" section loss found on the bottom of the web of the left stringer at B4; see photo. Three lines of stringers, all between the girders.										XYCZ
Inspection Notes:										
Element 152 - Paint Stl Floor Beam										
	1	4	160	m.		70	20	5	5	0
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Floor beams show paint loss, freckled rust, pitting/corrosion, With the worst of these conditions at bents.										XUDZ
11/09/2011 - freckled rust common at bents, state 3 rust at bents unchanged. no SL found.										KBHV
07/23/2009 - Freckled rust common between the bents. Some state 3 rust at the bents. No measurable section loss found.										XYCZ
Inspection Notes:										
Element 205 - R/Conc Column B3 - B6										
	1	3	8	ea.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Changed back to 100 percent state 1, A few vertical cracks, some with efflorescence.										XUDZ
11/09/2011 - No changes noted.										KBHV
07/23/2009 - A few vertical cracks, some with efflorescence at the exterior anchor bolts. No changes noted.										XYCZ
06/29/2007 - Columns show no significant changes. Minor cracking of web sections. Moisture staining remains. SOME LIGHT MAP CRACKING AT B4 AND B6.										CZHR
10/19/2005 - No significant changes noted.										PZCZ
12/02/2003 - Columns show some minor shrinkage cracking. Joint and drains allow moisture to drip down sides. No problems noted.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - _										WBHN
Inspection Notes:										

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Continue

\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 210 - R/Conc Pier Wall B3 and B6										
	1	2	18	m.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - No problems or changes noted.										XUDZ
11/09/2011 - No changes or problems noted.										KBHV
07/23/2009 - Pier walls on the ground at B3 and B6. One crack with efflorescence in the center of the wall at B3 across the top and down both sides.										XYCZ
Inspection Notes:										
Element 220 - R/C Sub Pile Cap/Ftg Exposed Footings										
	1	3	1	ea.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - none										XUDZ
11/09/2011 - Element added as part of the 2011 diving inspection by Infrastructure Engineers										KBHV
Inspection Notes:										
Element 227 - R/C Submerged Pile										
	1	4	4	ea.		0	95	5	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - none										XUDZ
11/09/2011 - From the 2011 Infrastructure Engineers diving inspection report: The inspected substructure units are in satisfactory condition. The steel ice breakers are in good condition and typically have surface corrosion with light pitting near the waterline. Pier 4 has an area of concrete scale up to 1/8 inch deep on the west face at the south column/webwall interface. The area of scale is approximately 1.5 feet wide , starting at the waterline and extends down to the channel bottom. The north column of Pier 5 has heavy scale damage up to 8.5 inches deep in the east quadrant from the waterline down. There are 5 pieces of vertical rebar exposed in the north column with light corrosion and less than 5 percent section loss. The west quadrant of the north column at Pier 5 has and area of heavy scale damage up to 2 inches deep from the waterline down with no steel exposed. Both areas of heavy scale extend up to 12 feet long along the webwall. Vertical and horizontal rebar are exposed in the east face of the webwall with up to 100 percent section loss. A 1/32 inch wide vertical crack is present in the center of both faces on the Pier 5 webwall. The vertical cracks begin at the top of the webwall and terminate near the waterline.										KBHV
07/23/2009 - None										XYCZ
06/29/2007 - None										CZHR
10/19/2005 - Per Infrastructure Engineers September 16, 2006 underwater inspection, pier 4 has an area of moderate concrete scale up to 1/8" deep on the west face at the south column/webwall interface. The area of scale is approximately 1.5 feet wide, starting at the waterline and extends down to the channel bottom. An impact spall 4.25'H x 5'W x 8.5"D with exposed reinforcing steel is located on the east face of pier 5 at the column/webwall interface. The spall begins 8 inches below the waterline and terminates at the mudline where sixty percent of the area is in the webwall and forty percent is in the column. Three vertical pieces of primary reinforcing steel are exposed in the column. Two horizontal pieces of secondary reinforcing steel are exposed in the column. One vertical piece of primary reinforcing steel is exposed in the webwall. One horizontal piece of secondary reinforcing steel is exposed in the webwall. The exposed reinforcing steel has less than 5 percent section loss. A vertical crack 1/32" wide is present in the center of both faces of the pier 5 webwall. The vertical cracks begin at the top of the webwall and terminate 4 inches above the waterline. The steel ice breakers are in good condition and typically have surface corrosion with light pitting near the waterline. Element previously had 100 percent in condition state 2. 5 percent has been put in condition state 3 for the exposed reinforcing.										PZCZ
12/02/2003 - Some drift about P-4.										CZGQ
08/20/2001 - SUBMERGED DRIFT AT B4.										JLAO
02/01/1999 - LW - Piers 4 & 5 Underwater Inspection 8/17/98 (Guthrie Diving Co) --Pier 4 has small area of severe scaling with exposed rebar (Section loss of up to 2" on Web Wall 4' below W/L with 2 horizontal bars exposed on West face. 1'-6" long moderate corrosion) -- Pier 5 has light corrosion on ice breaker and gravel build up along wall face. Log at Upstream Nose located 4' below W/L.										WBHN
Inspection Notes:										

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\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 234 - R/Conc Cap B3 and B6										
	1	2	17	m.		95	0	5	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Bent 3 span 2 side areas of delamination only slightly larger then in 2011 inspection.										XUDZ
11/09/2011 - Bent 3 span 2 side areas of delamination only slightly larger then in 2009 inspection.No changes noted for cap at bent 6.See pics.										KBHV
07/23/2009 - Changed quantity from 35 to 17. No caps at B4 and B5. The crack with efflorescence on the span 2 side as shown in a photo of the last inspection report is unchanged. A 2 feet by 3 feet area above the crack is delaminated from the crack up to the top of the cap.										XYCZ
06/29/2007 - Material accumulations remain.. OCCASIONAL RANDOM CRACKS. CRACKS WITH EFFLORESCENCE UNDER ANCHOR BOLT LOCATIONS AT B4 AND B6 (PHOTOS).										CZHR
10/19/2005 - No significant changes noted.										PZCZ
12/02/2003 - Some caps show some material accumulations with some moisture.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - None										WBHN
05/20/1996 - None										QAUZ
07/01/1993 - None										REFI
Inspection Notes:										
Element 300 - Strip Seal Exp Joint B3 and B6										
	1	4	19	m.		100	0	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - New with, 2012 overlay/reconstruct project. Deck side, joints are full of material. No problems noted. Under deck, when joints were replaced ..... See pics.										XUDZ
11/09/2011 - Bent 3 no changes noted. Bent 6 no changes noted.										KBHV
07/23/2009 - 0.5m delams found at each side at center line at B3. No other problems noted at B3 or B6.										XYCZ
06/29/2007 - No tearing or damage noted. All locations mostly full of material and need cleaned periodically.										CZHR
10/19/2005 - No significant changes noted. All seal gaps NEED CLEANED !!										PZCZ
12/02/2003 - All four joints are full or partially filled with material. Need cleaned periodically!										CZGQ
08/20/2001 - B3 AND B6 - FULL OF DIRT.										JLAO
02/01/1999 - _INSTALLED 1994.										WBHN
Inspection Notes:										

**INITIAL ASSESSMENT FORM FOR STRUCTURE :****I00090053+07232**

Continue

\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 311 - Moveable Bearing B3 span 3 and B6 span 5										
	1	2	4	ea.		70	30	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Bearings show paint loss, rust. See main span girder notes for bent 6 span 5 left , also see pic..										XUDZ
11/09/2011 - Bearings show paint loss rust. See main span girder notes for bent 6 span 5 left , also see pic..										KBHV
07/23/2009 - Rust common with no section loss or other problems.										XYCZ
06/29/2007 - MEDIUM RUSTING (PHOTO).										CZHR
10/19/2005 - MEDIUM RUST.										PZCZ
12/02/2003 - Bearings show some paint loss, corrosion, and rusting.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - LIGHT TO MEDIUM CORROSION.										WBHN
05/20/1996 - None										QAUZ
07/01/1993 - None										REFI
Inspection Notes:										
Element 313 - Fixed Bearing B4 and B5										
	1	4	4	ea.		65	30	5		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - No changes noted.										XUDZ
11/09/2011 - Minor section loss in bottom pad of the bearing at b4 right see pic. Other bearing show paint loss and rust.										KBHV
07/23/2009 - Rust common with no section loss or other problems.										XYCZ
Inspection Notes:										
Element 331 - Conc Bridge Railing										
	1	4	286	m.		95	5	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Some back side curb spalling, no rebar seen. Remainder of rail shows some vertical cracking with some eflo.										XUDZ
11/09/2011 - Some cracking with staining, no problems noted.										KBHV
07/23/2009 - No changes noted.										XYCZ
06/29/2007 - Cracking appears unchanged.										CZHR
10/19/2005 - Rail shows some vertical cracking.										PZCZ
12/02/2003 - Bridge rail shows some vertical cracking.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - None										WBHN
05/20/1996 - None										QAUZ
07/01/1993 - None										REFI
Inspection Notes:										

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\*\*\*\*\* Span : Main-0 - Spans 3, 4 and 5 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 356 - Sup Steel Fat SmFlag										
X	1	1	1	ea.	X	0	100	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Bent 6 span 5 left girder end crack has grown in length and is now from the end of girder to the bearing stiffener in length (just above the weld in web of girder along bottom flange). See pic.. XUDZ Crack end has now been marked for tracking length in future inspections.										
11/09/2011 - No new cracks found this inspection. No problems or changes noted at repaired areas. KBHV										
Don did find a new crack at the bottom end of the left girder web in span 5 at bent 6. I changed the condition state from 1 to 2. See comments in the main span girder element and attached photos - JSS 3/6/12.										
07/23/2009 - No problems or changes noted at the previous crack repairs. XYCZ										
06/29/2007 - STOP DRILLED CRACKS UNCHANGED. CZHR										
10/19/2005 - TWO CRACKS AT HORIZONTAL BRACING GUSSETS HAVE BEEN STOP DRILLED. PZCZ										
Inspection Notes:										
Element 358 - Deck Cracking SmFlag overlay cracking										
X	1	4	1	ea.	X	0	100	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - The overlay has cracking of moderate size and density. XUDZ										
Inspection Notes:										
Element 363 - Sup Sect Loss SmFlag										
X	1	1	1	ea.	X	0	0	100	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Section loss 5/32" this inspection in the left stringer web at b4, was 3/32". Two new areas of section loss found at bent 4 left girder, right side of girder closer to top of girder in the web between bearing stiffeners and vertical stiffeners, section loss is 3/32". XUDZ										
11/09/2011 - Section loss 3/32" this inspection in the left stringer web at b4.see photo. No other measureable section loss found. KBHV										
07/23/2009 - Minor section loss of 1/32" in the left stringer web at B4. See photo. No other measurable section loss found. XYCZ										
06/29/2007 - SMALL APOTS OF BEGINNING SECTION LOSS (PHOTO). CZHR										
Inspection Notes:										

\*\*\*\*\* Span : Appr-1 - Spans 1, 2, 6 and 7 \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5



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\*\*\*\*\* Span : Appr-1 - Spans 1, 2, 6 and 7 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 22 - P Conc Deck/Rigid Ov Spans 1, 2, 6 and 7										
	1	4	855	sq.m.	X	100	0	0	0	0
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Overlay has cracking of moderate size and density. No spalling or delamination's found. Soffit shows very minor cracking.										XUDZ
11/09/2011 - No changes noted.										KBHV
07/23/2009 - No spalls found in the approach spans. Fewer cracks seen in the approach spans than in the main spans. Few cracks seen in the approach span soffits.										XYCZ
06/29/2007 - Approach spans show some cracking. No significant changes noted. Approach asphalt shows some deterioration across bridge ends with cracking and separation. Some minor delaminations and spalls at joint locations, see pics..										CZHR
10/19/2005 - Asphalt separating from angles with some small potholes forming across width., both ends..										PZCZ
12/02/2003 - Surface shows some scaling and cracking, see pic.. Some cracking along guard angles. Some separation of approach asphalt from guard angles.										CZGQ
08/20/2001 - B1 AND B8 - GUARD ANGLES - GOOD. DECK DRAINS PLUGGED.										JLAO
02/01/1999 - _LATEX MOD. OVERLAY - 1994										WBHN
Inspection Notes:										
Element 107 - Paint Stl Opn Girder										
	1	2	352	m.		85	5	5	5	0
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Girders show some paint loss, freckled rust and some corrosion about the bottom flange mostly and at the bents.										XUDZ
11/09/2011 - Freckled rust throughout mostly state 2 and 3, no measureable section loss found.										KBHV
07/23/2009 - No section loss found. Freckled rust throughout with the most the most rust states 2 and 3 at the exterior bottom flanges and at the bents.										XYCZ
06/29/2007 - RUSTING UNCHANGED SINCE 2005 INSPECTION. SMALL SPOTS OF BEGINNING SECTION LOSS (PHOTO).										CZHR
10/19/2005 - AREAS OF FRECKLED RUST.										PZCZ
12/02/2003 - Girders show some paint loss, corrosion, and rusting of lower flanges, particularly about joint locations.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - _										WBHN
Inspection Notes:										

**INITIAL ASSESSMENT FORM FOR STRUCTURE :****I00090053+07232**

Continue

\*\*\*\*\* Span : Appr-1 - Spans 1, 2, 6 and 7 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 205 - R/Conc Column B2 and B7										
	1	3	4	ea.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Cracking appears unchanged. No problems noted.										XUDZ
11/09/2011 - Map cracking appears unchanged. No problems noted.										KBHV
07/23/2009 - No changes noted.										XYCZ
06/29/2007 - Two small Ponderosa pine trees have grown about web at B2 and should be removed, see pic.. SOME AREAS OF MAP CRACKING.										CZHR
10/19/2005 - See main span element notes.										PZCZ
12/02/2003 - Columns show some minor shrinkage cracking. No problems noted.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - _										WBHN
Inspection Notes:										
Element 215 - R/Conc Abutment B1 and B8										
	1	2	26	m.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Material on abutment caps still needs to be clean off. No other problems found.										XUDZ
11/09/2011 - Material on ext of end bent caps still needs removed. No changes noted.										KBHV
07/23/2009 - No changes noted. Bearings and girders embedded in the backwalls.										XYCZ
06/29/2007 - Some material accumulations at exterior cap locations. Cracking appears unchanged.										CZHR
10/19/2005 - No significant changes noted.										PZCZ
12/02/2003 - Abutment components show some minor cracking with efflorescence and accumulations of material on ends of caps.										CZGQ
08/20/2001 - B1 - SANDING MATERIAL ON CAP. B8 - HORIZONTAL CRACK WITH EFFLORESCENCE IN BACKWALL AT DECK FILLET.										JLAO
02/01/1999 - _										WBHN
Inspection Notes:										
Element 234 - R/Conc Cap B2 and B7										
	1	2	17	m.		100	0	0	0	
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - Material on Bent 7 and bent 2 caps needs to be cleaned off. No problems, changes noted.										XUDZ
11/09/2011 - No prblms noted no changes noted.										KBHV
07/23/2009 - Cap at B2 is showing some surface scaling on some of the concrete bearing pads. Pack rat nests between the bearings at B7. No other problems noted.										XYCZ
06/29/2007 - Conditions appear unchanged. B7, B6, AND B3 HAVE FREQUENT VERTICAL HAIRLINE CRACKS (APPROX. 1' O.C.)										CZHR
10/19/2005 - No significant changes noted. Material accumulations continue to increase.										PZCZ
12/02/2003 - Caps show some minor cracking. No problems noted.										CZGQ
08/20/2001 - None										JLAO
02/01/1999 - _										WBHN
Inspection Notes:										



# INITIAL ASSESSMENT FORM FOR STRUCTURE :

**I00090053+07232**

Continue

\*\*\*\*\* Span : Appr-1 - Spans 1, 2, 6 and 7 (cont.) \*\*\*\*\*

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 300 - Strip Seal Exp Joint B2 and B7										
	1	4	19	m.		100	0	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - New joints installed 2012 overlay project. Joints full of material.										XUDZ
11/09/2011 - No prblms or changes noted.										KBHV
07/23/2009 - No changes noted. No delams found along the edges at B2 and B7.										XYCZ
06/29/2007 - See main span element notes and pics..										CZHR
10/19/2005 - See main span element notes.										PZCZ
12/02/2003 - Joints at B2,3,6,and 7 full or partially filled with material. Need cleaned periodically.										CZGQ
08/20/2001 - B2 AND B7 - FULL OF DIRT.										JLAO
02/01/1999 - _INSTALLED 1994										WBHN
Inspection Notes:										
Element 311 - Moveable Bearing B2, B3, B6 and B7										
	1	2	16	ea.		75	25	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - No changes noted.										XUDZ
11/09/2011 - No changes noted. See pics..										KBHV
07/23/2009 - No changes noted. Moveable bearings at B2 span 1, B3 span 2, B6 span 6 and B7 span 7 for the approach spans.										XYCZ
Inspection Notes:										
Element 313 - Fixed Bearing B2 span 2 and B7 span 6										
	1	2	8	ea.		85	15	0		
						%	%	%	%	%
Previous Inspection Notes :										
05/23/2013 - No changes noted.										XUDZ
11/09/2011 - No changes noted.										KBHV
07/23/2009 - Changed quantity from 16 to 8. Abutment bearings are in the back wall. Moderate rusting. No changes noted.										XYCZ
Inspection Notes:										

